

Waving Bedsheets No Longer Welcome "Aruba" As It Rounds Colorado Point

There was a time when house-wives in shore-front Colony homes would hurry into their yards to wave a bed sheet in greeting as the "Esso Aruba" came around Colorado Point. But those days have been gone for 11 years or so. Gone also is the man who inspired them.

Prior to World War II the "Aruba" was the refinery's principal link with the United States. Much of the steel that built Lago, the machines that powered it, the people who staffed it and even the food they ate arrived in the "Aruba."

Though the airlines and other ships have come into the picture, the "Aruba" is still a vital source of transportation to the company and to its personnel. But it was even more so when Capt. Robert T. Larsen commanded the "Aruba."

Capt. Larsen was born in Norway in 1886, came to the United States and took a job with the Standard Oil Co. of New York aboard the company's tug boats in New York harbor.

After nine years he transferred to the Pan American Petroleum Co., a Standard Oil Co. affiliate, and served successively as third, second and

chief mate of the Wilhelm Jebsen. On Jan. 15, 1921, he received his master's papers.

In the next 10 years he commanded the Sunshine, C. A. Canfield, Norman Bridge, Edward L. Doheny and R. G. Stewart. In 1931 he went to England to await completion of his next command, the Pan Bolivar, which became the Esso Aruba in 1936.

"Capt. Larsen ran a happy ship," a Lago man who served as his first mate reminisced the other day. "There was no doubt who was in command, but everyone wanted to sail with him."

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THAT'S a Fls. 1000 smile wreathing the face of B. I. Viapree, zone office clerk I in the Mechanical Department, who is shown receiving a check for that amount from Lago President J. J. Horigan as the top 1952 capital award of the Coin Your Ideas program. Front row, left, are J. J. Solano, Zenovio Dirksz and M. H. Taylor, other capital award winners.

ESAKI ta un sonrisa di Fls. 1000 dornando cara di B. I. Viapree, zone office clerk I den Mechanical Department, kende ta muntrá recibiendo un check na e valor aki for di Presidente di Lago J. J. Horigan como premio mayor di Coin Your Ideas pa 1952. Fila adilanti, robez, ta J. J. Solano, Zenovio Dirksz y M. H. Taylor, otro ganadornan di premio.

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Refinery Becomes Classroom

Lago Helping Two Engineering Students

Two young men intent on completing their undergraduate work are busy today studying the operation of Lago's refinery.

In the cover-alls and safety hats that make up the uniform of the

each phase.

In addition to the Technical Service Department's EIG where they are learning to detect and control corrosion of refinery equipment, Mr. Robles will work in the Mechanical Department. Mr. Bartels will work in the Mechanical Department and in Process-Utilities.

They will help over-haul turbo-generators and gas compressors, operate machine tools, repair heat-exchangers, replace furnace tube headers, study the lay-out of work in the Welding Shop and in the field, help maintain the company's trucks, automobiles and other vehicles and study the planning and coordinating of zone work.

In Process-Utilities Mr. Bartels will study boiler efficiency, draft loss, heat transfer and water treatment plus other sections of the division's operations. While at Lago both students will be required to send to their schools semi-monthly reports on their work.

The schools are classified as M.T.S. Type institutions. They offer one or more of the following diplomas: chemical, mechanical, electrical, civil, marine, aeronautical or mining engineering.

In the years ahead it is expected that Lago will be asked to offer similar training opportunities to Aruba graduates now attending M.T.S. schools in Holland.

In addition to entrance examinations, these schools require a four-year MULO A or B certificate or a three-year HBS certificate. MULO training is offered in several Aruba schools, and HBS classes, as yet un-

accredited, are offered at St. Dominicus College and the Juliana MULO schools. MTS schools will accept Aruba Technical School graduates who have two years of additional preparatory work.



E. S. Bartels

Lago ta Yuda Dos Studiante Di Engineering

Dos joven cu intencion di completa nan trabao preparativo di graduacion awor ta involvi den un estudio di operacion di refinaria di Lago.

Den over-alls y sombré di seguridad cu ta forma uniform di Equipment Inspection Group, nan ta afordan planta completando promer fase di nan ensenanza cu gradualmente lo familiariza nan cu mayoria operacionnan di Lago.

Nan ta Ernst S. Bartels, 23, yiu di Ernst Bartels, hefe di Oficina di Turismo na Aruba y Harold R. Robles, 22, yiu di Dr. R. M. Robles di Oranjestad. Ambos ta studia na Holanda — Sr. Bartels na Middelbare Technische School na Haarlem y Sr. Robles na School Tecnico di Utrecht.

Ambos school ta requeri pa studiantenan pasa nan tercer anja trahando den industria. Pa motibo cu nan mayornan ta biba na Aruba, ambos joven a pidi Lago — y a recibí — permiso pa traha den refinaria.

Sr. Bartels a escoge pa pasa e 11 lunanan di school aki. Sr. Robles lo traha na Lago seis luna y despues

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H. R. Robles

Equipment Inspection Group, they are "out in the plant" completing the first phase of their training which will eventually familiarize them with most of Lago's operations.

They are Ernst S. Bartels, 23, son of Ernst Bartels, head of the Aruba Tourist Bureau and Harold R. Robles, 22, son of Dr. R. M. Robles of Oranjestad. Both are students in Holland — Mr. Bartels at the secondary Technical School at Haarlem and Mr. Robles at the Mechanical Technological School at Utrecht.

Each school requires that students spend their third year as working-trainees in industry. Because their parents are in Aruba, both young men asked Lago for — and received — permission to work in the refinery.

Mr. Bartels chose to spend the 11-month school year here. Mr. Robles will work at Lago six months and then return to Holland to divide the remaining months between a foundry in Bergen op Zoom and an electrical equipment plant in Rotterdam. Both will return to the class room for their fourth year.

Lago's training division devised a work schedule for each man after school officials indicated the phases of the refinery's operations they wanted to be covered. Both schedules include similar types of work, but Mr. Bartels — who will be here longer — will spend more time on

'Cyclist Discovers It's A Small World

Twenty-five-year-old Calbera J. Batista was admitted to the Lago Hospital the afternoon of Sept. 19 with a wrist fractured when he fell from his motorcycle between Gate No. 6 and the Lago Club.

In the room to which he was assigned was Jose de Nascimento who had sold his old motorcycle to Mr. Batista. Mr. de Nascimento had been injured in a fall from his new motorcycle.

Viapree, Dirksz, Solano, Taylor Get Capital Awards

Fls. 2200 For Top 1952 Ideas Brings Quartet's Total Awards To Fls. 3480

Four men, who had already shared Fls. 1280, became Fls. 2200 richer Sept. 10 when they were given the Coin Your Ideas program's 1952 capital awards.

They were B. I. Viapree, an engineering assistant A; Zenovio Dirksz, a mechanic A; Jose J. Solano, a corporal A and M. H. Taylor, a safety inspector A.

Hermanson Back: Smit Will Assist Germany Refinery

Lago, which lent two employees to aid with the expansion of a pair of French refineries last May, got one of the men back earlier this month, but the other will remain abroad to help 'bring up' a German refinery.

Paul J. Hermanson, an operator in Catalytic and Light Ends, returned after more than three months at La Mode where the Compagnie Francaise de Raffinage, a French government refinery, is expanding its installations.

Gerardus Smit, a temporary shift foreman in C&LE, was helping Esso SAF expand its operations at Port Jerome. Upon completion of his work there, he is scheduled to take his furlough in Europe and then move on to Hamburg, Germany, where he will assist with the 'come up' of the Esso A. G. plant at Ebano. The assignment is expected to last three months.

Diez Nombrá pa Eleccion di Lago Sport Park Board

Number di 10 candidato a worde publicá siman pasá como nominado pa proximo eleccion di Lago Sport Park Board den cual candidatonan di peticion tambe lo competi pa cinco puesto cu un termino di dos anja.

Un comité nominativo, cu B. I. Viapree na cabes, a selecta e candidatonan kende nan number lo aparece ariba e carehinan di vota. E eleccion ta tuma lugar Oct. 14, 15 y 16. Cinco di esnan mencioná ta miembronan actual. Nan ta: Robert E. A. Martin, un group head den servicionan clerical y presidente actual di e board; Juan Briezen, un process clerk II; Mateo Reyes, un electricista B; Cyril A. Brown, un instrumentman A y Andries Geerman, un assistant paymaster.

E cinco otro nominadonan ta Lionel S. Smith, un instrument foreman; Vernon T. Morgan, shop clerk I; Juan F. York, un plans clerk I; Harry I. A. Nahar, un assistant operator y David N. Solomon, un wholesale commissary clerk.

Mr. Viapree, a Mechanical Department employee, took down the top award of Fls. 1000. He had previously received Fls. 280 for his suggestion that guides and adjusting rings on evaporator and bubble tower safety valves at seven high pressure stills be reconditioned.

In announcing the selection of Mr. Viapree's idea, the CYI committee said it was put into use in 1949 and had resulted "in a cash saving to the company."

Fls. 600 — the second capital award — went to Mr. Dirksz, a Garage and Transportation employee who had proposed that bearings be installed between the power take-off and hydraulic pumps of Ford trucks equipped with power take-off shafts. He received a Fls. 200 award when his proposal was accepted in 1951.

For suggesting that two sets of nets be used in unloading automobiles from the Esso Bolivar, Mr. Solano received the third capital award of Fls. 400.

Mr. Solano received an initial Fls. 100 award in 1951 and was awarded an additional Fls. 100 earlier this year. The committee said the nets are no longer used on the "Bolivar," but are used in unloading automobiles from the Esso Aruba and produce a "saving to the company."

Mr. Taylor had already received two awards totaling Fls. 600 when he was announced as the winner of the Fls. 200 fourth capital award. Two years ago the Industrial Relations Department employee suggested a change in the issuance of hot work permits for tankers.

The committee reported "the new procedure proved to have definite advantages, resulting in a saving to the company."

Checks for the awards were presented to the four winners by J. J. Horigan, president of Lago, at ceremonies attended by the men's supervisors.

Winners of capital awards are chosen by the CYI committee which reevaluates the ideas accepted during the previous two years and — through the process of elimination — selects the four considered the most valuable.

Two new capital awards will be made next year. They will be Fls. 1000 and Fls. 500 and will go to supervisors who submit the two ideas judged the most valuable.

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Bedsheets Wave No More

(Continued from page 1)

Though the "Aruba" was built as a tanker, she was fitted with cabins in order to carry passengers to and from Lago. Old-time employees who arrived in the "Aruba" are some of the people who remember Capt. Larsen best.

Perfectionist

A perfectionist, he held a full ship inspection every day. As part of this inspection he inquired about the welfare of each passenger.

"Capt. Larsen did everything he could to make the passengers as comfortable as possible," the former mate explained. "He had structural changes made in the ship to improve their accommodations and even had the front of the boat deck canvased-in to cut down the wind."

The passengers ate amid-ships with the captain, were invited to Capt. Larsen's cabin for refreshments in the afternoon and he joined them at night for bridge.

"When there was a blow, or the sea was rough, the captain would go around and reassure the passengers," his mate explained.

While Capt. Larsen was fond of his passengers, he was also fond of playing practical jokes on them. He stuck toothpicks in potatoes and hid them at the foot of their beds, or dangled rubber spiders over their faces from the end of a pole shoved through a port-hole until they awoke screaming.

One of his favorite tricks was the "mail buoy" gag. Once each trip, usually as the "Aruba" neared the coast of Cuba, he'd solemnly announce to the passengers that the ship would pass the mail buoy that night and they were to get their mail ready.

He explained the mail was put in the anchored buoy, picked up later and posted in Cuba. He had special

stamps printed, distributed them to the passengers and then collected the mail which he ostensibly put in the buoy. Actually he mailed the letters when the Aruba reached port.

"People made trip after trip with him and never knew it was a gag," the mate laughed.

Three Blasts

The "Aruba" was so important to the people who worked for Lago in those days that Capt. Larsen made a point of swinging close inshore as the ship rounded Colorado Point.

He'd have three long blasts sounded on the ship's whistle and housewives in shore-front Colony homes would hurry into their yards and wave bed-sheets in reply. When the Aruba docked, Colony residents would vie to have the captain as a house guest.

When he retired in 1942, Capt. Larsen made his home in Walker Valley, N.Y. There he held a sort of year-round 'open house' for friends from Lago and the Standard fleet.

Though the "Aruba" still links the refinery to the United States today, it shares this function with the airlines and other ships. And there's no Capt. Larsen on the bridge. He died earlier this year. His death ended an era in the development of Lago.

"Clean-Out" Gang Awor Ta Ocupa Apartamento Nobo

Clean-out gang di Mechanical Department, di cual e edificio bieuw a bira un victima di progreso, awor ta operando for di den un apartamento nobo tras di Central Tool Room.

Pa mas cu 20 anja e hombernan cu ta limpia plantanan ora nan baha pa inspeccion tabatin nan oficina pabao di Cat Plant. Na principio di e anja aki, sinembargo, a bira aparente cu e apartamento aki mester a worde kitá pa duna espacio na expansion di plantanan den vecindario.

Un otro sitio a worde escogi tras di Central Tool Room y un estructura di metal cu tabata pa zuid di Tallerman Mayor, a worde lamtá aya.

Den e 2700 pia cuadrá di e edificio e departamento a traha oficina pa e clean-out coordinator, shift foreman y un klerk. Tambe a bini lugar pa warda herment y accesorionan di trabao.

Casi mitar di e edificio a worde usá como lugar di cambia panja. Pa e 135 hombernan den e gang e ta inclui banjo y lavamano.

E apartamento anterior lo worde lamtá banda y usá door di Storehouse.



B. I. Viapree



Zenovio Dirksz



Jose J. Solano

Cuatro Homber Recibi Fls. 2200 di CYI Award

Viapree, Dirksz, Solano, Taylor a Haya Premionan di Mas Grandi Pa Anja 1952

Cuatro homber, cu ya a participa den Fls. 1280, a haya Fls. 2200 mas Sept. 10 ora nan a recibi premionan mayor di Coin Your Ideas pa 1952.

Nan tabata B. I. Viapree, un engineering assistant A; Zenovio Dirksz, un mechanic A; Jose J. Solano, un corporal A y M. H. Taylor, un safety inspector A.

Sr. Viapree, un empleado di Mechanical Department, a conquista e promer premio di Fls. 1000. Antes, ya el a recibi pa Fls. 280 pa su sugerencia pa recondiciona guia y 'adjusting rings' di valvonan di seguridad ariba evaporator y bubble townia.

Ten Nominated For Sport Park Board Election

The names of 10 men were posted last week as nominees in the upcoming Lago Sport Park Board election in which petition candidates are also expected to compete for five two-year seats.

A nominating committee, headed by B. I. Viapree, selected the men whose names will appear on the ballots which will be marked Oct. 14, 15 and 16. Five of those named are incumbents. They are: Robert E. A. Martin, a group head in field clerical services and current president of the board; Juan Briezen, a process clerk II; Mateo Reyes, an electrician B; Cyril A. Brown, an instrumentman A and Andries Geerman, an assistant paymaster.

The five other nominees are Lionel S. Smith, an instrument foreman; Vernon T. Morgan, a shop Clerk I; Juan F. York, a plans clerk I; Harry I. A. Nahar, an assistant operator and David N. Solomon, a wholesale commissary clerk.

Staff and Regular employees with more than one year of service who were not nominated but who want to compete in the election may have their names appear on the ballot by submitting a petition.

Only an official petition form, available in Room 212 of the Industrial Relations Building, will be accepted. The petitions must carry the signatures of 100 eligible voters and be submitted to the Committee Coordination Group by 4 p.m. Sept. 29.

er di siete high pressure stills.

Anunciando seleccion di idea di Sr. Viapree, e comité di CYI a declara cu e idea a worde poni na uso na 1949 y a resulta den un "sparmiento di placa na favor di compania."

Fls. 600 — e segunda premio — a worde ganá pa Sr. Dirksz, un empleado di Garage & Transportation kende a propone pa instala "bearings" ariba "power take-off shafts" di trucknan Ford cu tin e accesorionan aki. Tempo su proposicion a worde aceptá na 1951, el a recibi Fls. 200.

Pa e sugerencia pa usa dos set di net pa descarga auto for di bordo di Esso Bolivar, Sr. Solano a recibi e tercer premio di Fls. 400.

Na 1951 Sr. Solano a recibi Fls. 100 inicial, y promer parti di e anja aki el a bolbe recibi un otro Fls. 100. E comité a bisa cu e netnan no ta worde usá mas ariba "Bolivar", pero ta worde usá pa baha auto for di "Esso Aruba" y ta produci un sparmiento na favor di compania.

Sr. Taylor ya a recibi dos premio na un total di Fls. 600 ora el a worde anunciá ganador di e di cuatro premio di Fls. 200. Dos anja pasá e empleado aki di Industrial Relations Department a sugeri un cambio den dunamento di 'hot work per-

Aruba To Display Airport Expansion

A. van den Berg, director of Aruba's Public Works Department, said the island government expected to display this week the still-in-progress expansion at Dakota Airfield.

The work, underway several months, includes the construction of a new taxi strip and the resurfacing of the main run-way. The project was undertaken to increase the field's utility.



M. H. Taylor

mit' pa trabao ariba tanqueronan.

E comité a reporta cu "e procedimiento nobo a proba ventananan definitivo, resultando den sparmiento na favor di compania."

Check na valor di e premionan a worde presentá na e cuatro ganadornan door di J. J. Horigan, presidente di Lago, na ceremonianan presenciá pa hefenan di e hombernan.

Ganadornan di premio mayor ta worde escogi door di e comité di CYI cu ta re-evalua e ideanan aceptá durante e dos anjanan anterior y — door di e proceso di eliminacion — ta selecta e cuatro considerá mas valioso.

Dos otro premio mayor lo worde pagá otro anja. Nan lo ta Fls. 1000 y Fls. 500 y lo worde otorgá na hefenan cu sumeti e dos ideanan juzgá mas valioso. E plan pa concede cuatro premio mayor na empleadonan non-supervisorio, cual a cuminsa na 1946, lo worde continuá.

Van Speyk Commander Expresses Thanks

Shortly after the Netherlands Frigate HNMS van Speyk pulled out of Lago Harbor, its commanding officer, Lieutenant Commander C. E. baron van Asbeck, thanked Lago for the reception and entertainment provided his men.

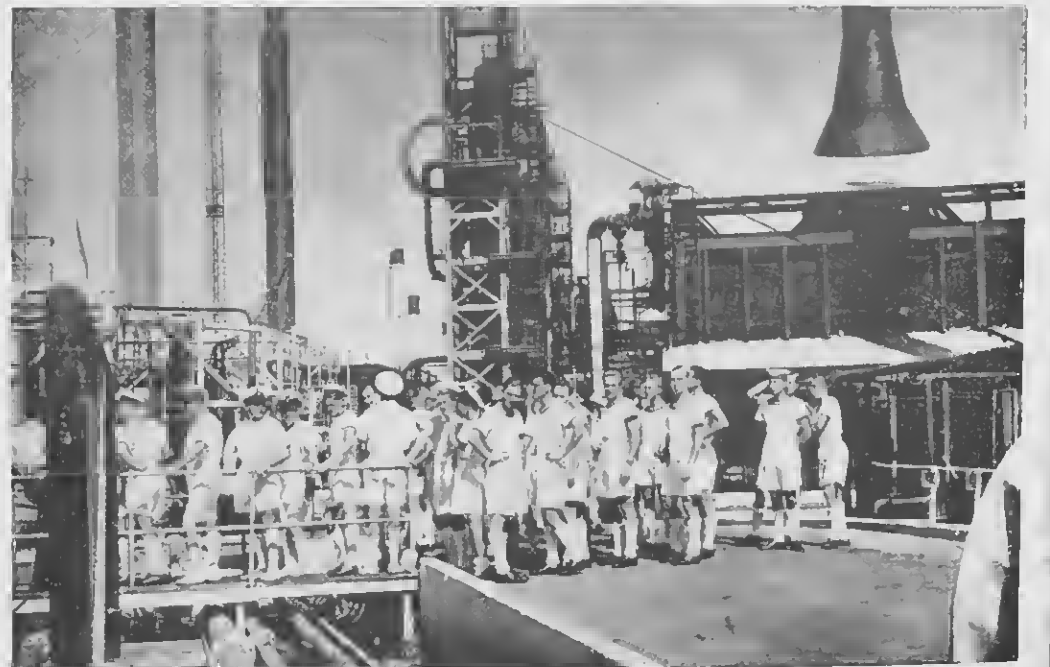
In part, he said: "I wish to express to you my sincerest thanks for the marvelous reception we received during our visit to San Nicolas. I can assure you we shall keep the best memories of a very pleasant weekend at the Lago Oil & Transport Co., Ltd."

Comandante di Van Speyk A Expresa Gratitud

Poco despues cu e bapor di guerra Holandes H.M.S. Van Speyk a sali for di haaf di Lago, su comandante, Teniente Comandante C. E. baron van Asbeck, a manda gratitud Lago pa e recepcion y recreacion ofreci na su hendenan.

Parcialmente el a bisa: "Mi ta desea di expresa mi mas sincero gradicimento pa e recepcion maravilloso cu nos a recibi durante nos bishita na San Nicolas. Mi ta asegura boso cu nos lo retene e memorianan mas agradable di un alegre fin di siman pasá na Lago Oil & Transport Co., Ltd.

THE DUTCH NAVY Frigate HNMS van Speyk, (left), tied up at the company's No. 4 Finger Pier, brought 127 enlisted men and 13 officers on an official visit to Lago earlier this month. For four days the men were entertained at heach parties, picnics, tours about the island and about the refinery. The only sad note of the otherwise gala visit was the 3-0 defeat handed the ship's football team by the Sabaneta Marines.



Lago A Ofrece Ayudo Na Bapor Danjá

Mas tempran e luna aki Lago a responde na un suplica pa auxilio di un bapor di carga danjá ora remolcador "Colorado Point" a bai busca e bapor dilanti costa di Colombia.

E bapor, "Dodecanese," tabata na camina pa Baranquilla Sept. 8 ora su crank shaft principal a kibra mientras e bapor tabata acercando Monki, un grupo di isla Colombiano.

Agente di e bapor na Corsow a worde notifiá di loke a sucede y e agente a acudi na Lago pa ayudo. "Colorado Point" a worde despachá pa e viaje 60 milla leu y banda di 9:30 e anochi ey "Dodecanese" a worde encontrá hancrá mas of menos 4 milla dilanti costa Colombiano.

Tumando e bapor na touw, "Colorado Point" a coi rumbo pa Aruba y pa handa di merdia su siguiente dia nan a alcanza entrada pubao di haaf di San Nicolas. Yuda pa remolcador "Noord," "Colorado Point" a drenta e bapor na un di piernan di Lago. Despues e bapor a worde hibá Oranjestad pa drecha.

"Dodecanese" ta un bapor di carga di 1000 tonelada di peso cu ta propiedad di Lealda Steamship Co. di Londres, Inglaterra, y cu ta registrá bao bandera Panamenjo. E bapor tabata trahá na 1919.

St. Benilde School A Habri Sept. 9

Un bel a rezona atravez di Weg Kustbatterij un dia tempran e luna aki yamando un 200 mucha homber pa habrimento di St. Benilde School na San Nicolas. E bel tabata innecesario, como mayoria di e mucha hombernan a bini un ora tempran pa mira e school catolico nobo.

Cu pushamento y stootmento, nan tabata preta pa haya un lugar na bentananan di e seis klasnan cu a worde trahá pa alivia Don Bosco School cu ta yen di mas y unda mayoria di e muchanan aki a bai anja pasá.

Frère Patricius, kende a duna les dos anja na Noord, lo ta director di e school nyudá pa Frère Caspar y tres maestro. Nan lo duna les na muchanan di Juana Morto, Rooi Hundo, Essoville, Lago Heights y vecindario.

Sept. 9 school a habri pa mucha muher y pa mucha homber cu lo bai e bewaarschool cu ta conectá cu e school y pa hopi otro muchanan cu a bai promer klas.

Bon banjá y penjá nan a yega, acompaña pa nan mayornan, y nan a worde tumá door di Frère Patricius. Un tata a trece su di nuebe yiu y a bisa, "Ainda mi tin un na cas. Un mucha muher. El ta bai school otro anja."

Habrimento di e school tabata un otro paso den expansion di e sistema di school na Aruba. Sept. 15 posiblemente un otro MULO school ta bini cla na San Nicolas pa mucha muher. Un bewaarschool nobo na Cura Cabai banda di Brazil, San Nicolas, mester babri na October. Un MULO school pa mucha homber ta hao construecion banda di Don Bosco School.

Cifranan di bautismo ta indica cu na San Nicolas solamente casi 3000 mucha lo atende schoolnan catolico anja cu ta bini.

COMMITTEE NOTES

Albert A. Korsko has been named a permanent member of the Foreign Staff Advisory Committee representing the Mechanical Department. He replaces R. A. Portsmouth who was transferred from the Mechanical Department to the Technical Service Department.

S. R. Malmberg, district representative of accounting and executive office personnel, will be on vacation from Oct. 7 through Oct. 20. He will be replaced for that period by K. Kuhn of the Accounting Department.

Boys Early For School's Debut

A bell echoed over the Weg Kustbatterij one day early this month calling some 200 boys to the opening of San Nicolas' new St. Benilde School. The bell was unnecessary, however, as most of the boys had turned up an hour early to inspect the new Roman Catholic school.

Pushing and shoving, they scrambled for a place at the windows of the six class-rooms built to relieve the over-crowded Don Bosco School which most of the boys attended last year.

Frere Patrick, who taught for two years at Noord, will be principal of the school aided by Frere Caspar and three lay teachers. They will teach children from Juana Morto, Rooi Hundo, Essoville, Lago Heights and other neighboring areas.

Sept. 9 was the first day of school for boys and girls who will attend the kindergarten which will be conducted in conjunction with the school and for many of the boys in the first grade.

Scrubbed and combed they arrived accompanied by their parents and were enrolled by Frere Patrick. One father was registering his ninth child and added, "I've got one more at home. A girl. She'll be coming next year."

The opening of the school was another step in the expansion of Aruba's school system. On Sept. 15 a new MULO school for girls is expected to be completed in San Nicolas. A new kindergarten at Cura Cabai near Brazil, San Nicolas, is scheduled to open in October. MULO school for boys is also under construction near the Don Bosco School.

Baptismal records indicate close to 3000 students will be attending Roman Catholic schools in San Nicolas alone next year.



Scrubbed and combed, new students are enrolled by Frere Patrick. Studiante nobo, bon banjá y penjá, ta worde registrá door di Frère Patricius.



Frere Caspar points out class-rooms to Don Bosco School transfers.

Frère Caspar ta munstra klasnan na muchanan cu a cambia di Don Bosco School.



Pushing and shoving, boys scramble for chance to inspect rooms.

Cu pushamento y stootmento e muchanan ta preta pa haya un chens pa mira e klasnan nobo.

Lago Answers Freighters Call For Help

Lago answered an appeal for help from a disabled freighter earlier this month when it sent its tow boat "Colorado Point" to put a line aboard the ship near the coast of Colombia.

The ship, the "Dodecanese," was heading for Baranquilla Sept. 8 when a main crank shaft bearing broke as the vessel neared the Monks, a group of islands just west of Aruba.

Word of the ship's plight was sent to its agent in Curaçao who asked Lago for help. The "Colorado Point" was dispatched on the 60-mile trip and found the "Dodecanese" about 9:30 that night anchored about four miles off the Colombian coast.

Taking the ship in tow, the "Colorado Point" headed for Aruba and reached the west entrance to San Nicolas harbor about noon the next day. Helped by the tow boat "Noord," the "Colorado Point" brought the ship into one of Lago's piers. It was later moved to Oranjestad for repairs.



WITH THE "NOORD" helping, the "Colorado Point" brings the M. S. Dodecanese to safety. CU REMOLCADOR "NOORD" yudando, "Colorado Point" ta guia m.s. Dodecanese pa seguridad.

The "Dodecanese" is a 1000 deadweight ton freighter owned by the Lealda Steamship Co. of London, England, and registered under the Panamanian flag. It was built in Spain in 1919.

'Clean-Out' Gang Is Now Located In New Quarters

The Mechanical Department's clean-out gang, whose old building fell a victim to progress, is currently operating out of a new headquarters behind the Central Tool Room.

For over 20 years the men who clean the units during 'come-downs' and general inspections had their headquarters west of the Cat Plant. Earlier this year, however, the building was ordered dismantled to make

room for changes to neighboring units.

A substitute site was chosen behind the Central Tool Room and a sheetmetal structure, which once stood south of the Main Shops, was erected on it.

Within the building's 2700 square feet of floor space the department installed office space for the clean-out coordinator, the shift foreman

and a personnel clerk. Also included were storage space for the gang's sizeable collection of special tools and a limited stock of spare parts.

Almost half the building was given over to a change room. It includes lockers for the 135 men in the gang, tiled showers and wash stands.

The former headquarters building will be erected near and used by the Storehouse.

Ruiz Returns After 14-Week Training Trip

After a 14-week training stint in the United States, Johannes B. Ruiz is back in the Mechanical Department instrument shop keeping some of Lago's more complicated office equipment in working order.

Mr. Ruiz, an instrumentman A, earned how to repair machines made by four companies in three J.S. cities. He left Aruba May 15 bound for Cleveland, Ohio, and a three-week course at the Addressograph-Multigraph Corp.

He then moved to Pittsburgh, Pa., where he studied four models manufactured by Marchant Calculators, Inc. After eight weeks at Marchant he went on to Chicago, Ill., where for two weeks he learned how to repair comptometers made by the Felt and Tarrant Manufacturing Co. He also spent four days at the Chicago plant of A. B. Dick, Corp., makers of mimeograph and duplicating machines.

Mr. Ruiz, who has worked for Lago over 13 years, took a similar training trip to the U.S. in 1945.

Schedule of Paydays

Semi-Monthly Payroll
Sept. 1 - 15 Wednesday, Sept. 23
Monthly Payroll
Sept. 1 - 30 Friday, Oct. 9



THE MYSTERIOUS statues of Easter Island look down on a new, oil-sparked economy.

Far-Away Islands Not So Far Now That They're Using Oil

A fishing company goes looking for lobsters. A tourist steps ashore on a fabled island. A truck stops to pick up a load of wool. Apparently insignificant, these events actually mean a new standard of living for the residents of three islands, thanks to oil.

Gasoline, kerosene, diesel fuel — much of it produced at Lago — also mean a break in the loneliness which has long encircled these and hundreds of other mid-ocean settlements.

The few thousand barrels of oil products used annually in the commerce of these islands are negligible to the industry, but to the islanders they have become priceless. The Lamp, monthly publication of the Standard Oil Company (N.J.) told in a recent issue the story of these people and the role oil has come to play in their lives.

A fishing company went looking for lobsters and found them in the waters around Tristan da Cunha, a barren volcanic island in the vast South Atlantic. Before World War II Tristan was generally considered the loneliest island in the world.

Tristan has no safe anchorage and its weather — even in the 'summer' months of December to April — is so unpredictable that the residents have waited three years for a mail ship.

Forced to import most of their food, the islanders have been reduced at times to one meal a day of fish, milk and sea birds' eggs while praying for a ship to make the week's run from the nearest steamer lane.

Until the coming oil, life on this 16-square-mile island — whose nearest neighbors live 1500 miles away — was a fight for existence. Their own arms, a few brace of oxen and the winds that drove their sailing dinghies were the islanders' only source of power. Oil, however, has today become an ally in their fight against privation and loneliness.

In contrast to the barren volcanic soil of Tristan, the surrounding waters teem with life. It is this under-sea food supply which has renewed the island's contact with the rest of the world.

The Lambert Bay Canning Co. of Cape Town, South Africa, is marketing 30,000 cases of rock lobster tails it harvests from the waters around Tristan each season. And it is creating a new mode of life on the island.

To transport the tails to Cape Town, 1600 miles away, the company has built a motor-ship which, in its twice annual trips to Tristan, carries oil products, mail and other supplies to the islanders.

The company also provides services heretofore unknown to the 240 persons who inhabit Tristan. They have a teacher, a doctor, a nurse and an agricultural expert. Many are handling money for the first time and with it buy clothes, food and other necessities previously unavailable.

One vitally important part of the M. S. Tristania's cargo is lumber. Prior to the company's arrival, Tristan men sailed their frail boats once each year across the open seas to nearby uninhabited islands to collect driftwood.

Wood was so scarce they built their homes of stone, went to bed when darkness fell in order to conserve fuel and married only when the bride-to-be had a large enough driftwood dowry to furnish a home. Today they purchase lumber and furniture at the company store and burn kerosene in their stoves and lamps.

Two sailors shipwrecked in 1810 were Tristan's first inhabitants. One, an American, pictured the island as a depot

for whaling ships. Six years later Cape Colony claimed the island and, for a few months, held it with a garrison of soldiers.

When the troops were taken off a Royal Artillery Scotchman, Cpl. William Glass, elected to stay behind with his wife and two children. He ruled as a patriarch for 36 years while shipwrecked seamen and women who came from Cape Colony and St. Helena helped to swell the colony population.

The American's prediction of Tristan's future proved correct, but the opening of the Suez Canal in 1869 lured away the whaling ships which had been the island's main source of income. Some sailing vessels, riding the "roaring 40's" which sweep the island, continued to call but Tristan had had its day. When steam replaced sail, loneliness and hardship replaced the once-comfortable island life. Now oil is recreating that life.

A tourist steps ashore on Mas-a-Tierra and is met by a man dressed in goat skins, carrying a goat-skin umbrella and accompanied by a goat, a dog, a parrot and a native Negro islander.

The man represents one of the most famous fictional characters of all time, the hero of Daniel Defoe's "Life and Strange Surprising Adventures of Robinson Crusoe."

Mas-a-Tierra, one of the Juan Fernandez group of islands which dot the Pacific 365 miles west of Valparaiso, Chile, is believed by some to be the locale of Defoe's famous novel. It is thought the book was based on the adventures of Alexander Selkirk who was marooned alone on the island from 1704 to 1709.

Today tourists take the 20-hour steamer trip from Valparaiso to Mas-a-Tierra, picnic on Robinson Crusoe's beach, climb to the cave in which the famous cast-away supposedly lived and inspect the tablet erected in memory of Selkirk.

Wild pigs and goats, descendants of the animals that clothed and fed Selkirk, still roam the island. Edible plants also abound for in the days of sailing ships captains calling at Mas-a-Tierra complied with the local custom of contributing something for the common good by donating plants and animals.

The island's population has waxed and waned. At times it has been peopled with castaways, whalers, sealers, squatters, convicts and footloose adventurers. There have also been times when the island was uninhabited.

Since early 1900, however, Mas-a-Tierra has been a Chilean possession and today is governed by a Chilean who is also magistrate, customs officer, harbormaster, pilot and postmaster.

Some 500 persons inhabit the island whose principal stock in trade — like Tristan da Cunha — is lobsters. Twice each month a schooner sails for Valparaiso with 2500 to 3000 lobsters in its hold.

The island's lobstermen — two to a boat — spend two days each trip visiting their off-shore lobster pots in their gasoline-engine powered boats. The gasoline is supplied by Esso Standard Oil Company

(Chile.). Gasoline burns in the engine that turns the generator that supplies electricity to the island's naval radio station. In addition to official communications, the radio is used to transmit a description of the symptoms of ill islanders to Valparaiso from which doctors radio back recommended treatment. Though the island has a dispensary, it has no physician.

LAND OF MYSTERY

A truck stops to pick up a load of wool on Easter Island — a spot of land far out in the Pacific that boasts "the most astonishing collection of mortuary monuments in the world." Figures of men hewn from rock quarried from a volcano, they are lined rank upon rank over the graves of a race of people of whom the world knows nothing today.

The statues are unique. Nothing like them has been found in the lore of the Polynesian islands. No clue to the people who made them has been discovered.

Few of the massive figures stand undamaged. All those which once wore tall, cylindrical hats of red stone have been toppled. Those still standing have little more than their heads above the surface of the earth, yet are so tall a man cannot touch their chins.

For over 600 years Easter Island has been populated by Polynesians. In addition to the 740 natives who live there today, 30 Chileans raise between 40,000 to 50,000 Merino sheep which produce the island's principal export — wool.

A truck, a jeep and three motorboats are used in the operation of the island "ranch." They use gasoline, as does the Chilean Navy's radio station. Some of the islanders use kerosene to light their homes.

Oil has done much to ease the burden of life on these and other islands and gone a long way toward improving the lot of those who live there.

Oil has become one yard-stick to use in measuring the economy of a community whether island or mainland. St. Helena is a case in point.

Because of its remote location in the South Atlantic, St. Helena was chosen for Napoleon's final exile in 1815 and became world famous. For years, however, it had been known by sailors whose ships stopped for water and provisions.

Napoleon's death in 1821 did not materially affect St. Helena. As many as 1400 ships a year continued to put in at St. James Bay, its only de pwater port, and the East India company helped maintain the island as a depot for its vessels.

In 1834, however, the company withdrew its support and ceded the island to the British government. Though other ships continued to call, the opening of the Suez Canal struck a mortal blow to the islanders' revenue.

By 1910 nearly half St. Helena's 7400 inhabitants had left. Those who remained eked out a living growing flax, making lace or catering to occasional tourists who came to see the grave from which Napoleon's body had been removed to Paris in 1840, and Longwood, the house in which he died.

Today, however, the picture is brightening. The British government has granted financial aid and the island's economy is being revised. Oil consumption has kept pace with St. Helena's burgeoning business activity.

Before 1929 Standard-Vacuum Oil Company, in which Standard Oil (N.J.) holds a 50 per cent interest, delivered little more than kerosene to St. Helena. But in 1947 Standard-Vacuum rolled 976 barrels of kerosene, gasoline and diesel fuel ashore on the island.

By 1951 St. Helena's oil consumption had more than tripled — to 3019 barrels — an indication that the island was getting back on its feet.

This is a striking increase, because among the islands, as on the continents, there is no handier indicator of improving economic welfare than a rising use of oil.

Oil is brought to its mid-ocean markets by a surprising variety of means. Some islands are big enough to have regular harbors in which ocean tankers tie up to discharge oil into tanks ashore. Some get their oil in drums and cases from dry cargo ships. Others are supplied by small interisland or coastal tankers; by wooden schooners that drop off a few drums here, a few there; by Arab dhows with lateen sails, and Malay proas with staring eyes painted on their bows. In one kind of ship or another, oil finds its way to the remotest of inhabited islands. Today there is virtually no population in the world beyond its reach.



LOBSTERS and oil have teamed up to help dispel Tristan da Cunha's hardships and loneliness.

Islanan Lejano No Ta Asina Leuw Awor Cu Nan Ta Usa Azeta

Productionan di Petroleum ta Yuda Caba Pesadez y Soledad Cu A Tene Hendenan di Islanan den Centro di Mar pa Hopi Tempu

Un compania di pesqueria ta bai busca kreeft. Un turista ta pisa terra ariba un isla fabulosamente bunita. Un truck ta para pa coi un carga di lana. Aparentemente sin ningun concecion, e sucesonan aki en realidad ta nifica un standard di bida nobo pa residentenan di tres isla, gracias na azeta.

Gasoline, kerosine, combustible diesel — un gran parti produci na Lago — tambe ta nifica kibramento di e soledad cu hopi tempo a rondona e islanan aki y cientos otro establecimiento den oceano.

E algun mil barril di producto di azeta cu ta worde usá cada anja ariba e islanan no ta nifica nada pa e industria, pero pa e hendenan cu ta biba ariba e islanan nan valor ta tremende. "The Lamp," publicacion mensual di Standard Oil Company (N.J.) a conta den un edicion reciente historia di e hendenan aki y e nificacion cu azeta a haya den nan bida.

Un compania di pesqueria a bai busca kreeft y a haya nan den awanan rond di Tristan da Cunha, un isla volcanico seco den e inmenso Atlantico Sur. Promer cu Guerra Mundial II Tristan generalmente tabata considerá e isla mas solitario na mundo.

Tristan no tin un sitio salbo pa hanera y su condicion di tempo — hasta den lunanan di verano cu ta cai entre December y April — ta asina enganoso cu un vez e habitantenan mester a warda tres anja ariba un barco cu ta trece carta.

Forzà pa importa mayoria parti di nan cuminda, tin ora e habitantenan tabata forzà cu e solamente un biaha pa dia rezando pa un bapor yega.

Te ora azeta a bini, bida ariba e isla di 16 milla cuadrá — di cual e bisinjanan mas cerca ta biba 1500 milla leuw — tabata un lucha pa existencia. Nan mes brazza, algun bishé y biento cu ta manda nan botonan chikito, tabata nan unico medio di energia. Sinembargo, awendia azeta a bira un aliado den nan lucha contra isolacion y soledad.

Contrario na e suelo seco volcanico di Tristan, e awanan cercante ta yen di bida. Ta e riqueza di lamar aki cu a reñobla contacto di e isla cu resto di mundo.

Lambert Bay Canning Co. di Kaapstad, Africa del Sur, ta trece ariba mercado 30,000 caha di kreeft cu e ta saca cada temporada for di den awanan rond di Tristan. Y ariba e isla esaki ta trece un manera mas avanza di biba.

Pa transporta e kreeftnan hiba Kaapstad, 1600 milla leuw, e compania a laga traha un boto di motor cu, ariba e dos viajenan cu e ta haci pa anja pa Tristan, ta hiba productonan di azeta, carta y otro cosnan pa e hendenan cu ta biba ariba e isla.

E compania tambe ta percura pa servicionan cu antes nunca e 240 hendenan cu ta biba ariba Tristan tabata conoce. Nan tin un doctor, un maestro, un nurse y un experto di agricultura. Hopi ta trata cu placa pa di promer vez y ta cumpra panja, cuminda y otro necesidatnan cu nan no por a haya antes.

Un parti di vital importancia di carga di e boto di motor cada biaha ta mader. Promer cu e compania a bini, hombernan di Tristan tabata nabega nan botonan mancaron un biaha cada anja atravez di lamar grandi pa bai coi palo cu lamar a carga trece ariba e vecino islanan unda ningun hende ta biba.

Palo tabata asina scaars cu nan tabata traha nan cas di piedra, bai drumi asina cu bira sear pa conserva combustible y casa solamente ora e futuro esposa tabatin bastante mader cu por traha un cas. Awendia nan ta cumpra mader y mueble na tienda di e compania y nan ta kima kerosine den nan stoof y lampinan.

Dos nabegante cu a naufraga na 1810 tabata promer habitantenan di Tristan. Uno, un Americano, a describi e isla como un deposito di bayenero. Seis anja despues Colonia del Cabo a tuma e isla, y pa algun luna a mantene un garnison di solda ariba.

Ora e trupanen a bai un Escosés di Artilleria Real, Wil-

liam Glass, a prefera di keda atras cu su senjora y dos yiu. Durante 36 anja el a goberna manera un patriarca mientras naufragadonan precedente di Colonia del Cabo y Santa Helena tabata yuda aumenta poblacion di e isla.

E prediccion Americano tocante futuro di Tristan a sali correct, pero habrimiento di Suez Canal na 1869 a atrae e bayeneronan cu tabata e medio principal di entrada di e isla. Algun barco di bela a sigui bini ainda, pero Tristan su dianan a pasa. Ora bapornan a reemplaza barconan di bela, soledad y pesadez a drenta. Awor azeta ta treciendo confortabilidad atrobe.

Un turista ta pisa terra ariba Mas-a-Tierra y ta worde saludá pa un homber bisti den cuero di cabrito, cu un parasol di cuero di cabrito y companja pa un cabrito, un cachor, un lora y un negro nativo.

E homber ta representa uno di e caracternan fingido mas famoso di tur tempo, e heroë di storia di Daniel Defoe, "Bida y Aventuranan di Robinson Crusoe."

Mas-a-Tierra, uno di e grupo di islanan Juan Fernandez cu ta keda den Pacifico 365 milla pabao di Valparaiso, Chile, segun algun hende ta kere ta e sitio di e storia famoso di Defoe. Segun hende ta kere e buki ta basá ariba aventuranan di Alexander Selkirk kende a biba abandoná ariba e isla desde 1704 te 1709.

Awendia turistanan ta haya e viaje di 20 ora cu bapor for di Valparaiso pa Mas-a-Tierra, pasa picnic ariba e beach conoci bao nomber di Robinson Crusoe, drenta den e cueba cu posiblemente e famoso aventurero a biba y inspecta e tableta erigi na memoria di Selkirk.

Cabrito y porco di mondi, descendiente di e bestianan cu tabata panja y cuminda di Selkirk, ainda ta na cantidad ariba e isla. Tin cantidad di matanan comestible tambe pasobra den dianan di barco di bela captaanan cu baha na Mas-a-Tierra tabata cumpli fielmente cu e costumber local di contribui algo na bienestar general door di duna mata y animalnan.

Poblacion di e isla a crece y baha. Tabatin tempo cu hendenan naufragá, nabegantenan di bayenero, convicto y aventureronan tabata biba ariba. Tabatin tempo tambe cu ningun hende no tabata biba ariba.

Desde principio di 1900 sinembargo, Mas-a-Tierra ta un posesion Chileno y awendia e ta worde goberná pa un Chileno cu ta un magistrato, oficial di aduana, hefe di waaf, loods y hefe di postkantoor.

Mas of menos 500 hende ta biba ariba e isla di cual e producto principal — mescos cu Tristan da Cunha — ta kreeft. Dos biaha pa luna un balandro ta sali pa Valparaiso cu un carga di 2500 te 3000 kreeft.

E piscadornan di e isla — dos pa cada boto — ta pasa dos dia afor cada biaha den nan botonan cu motor di gasoline. E gasoline ta worde produci na Lago y ta worde entregá door di Esso Standard Oil Company (Chile.)

Gasoline di Lago ta kima tambe den e motor cu ta draai e generator cu ta entrega coriente na e stacion naval di radio. Ademas di comunicacion oficial, e radio ta worde usá pa transmisiun un descomunicacion di symptomonan di habitantenan cu cai malo y doctornan na Valparaiso ta debolbe un respon di e tratamiento cu nan ta recomenda. E isla tin un dispensario, pero ningun doctor.

Un truck ta para pa coi un carga di lana ariba Easter Island — un pida terra leuw den Pacifico cu tin e "coleccion mas sorprendente di monumentonan funerario na mundo." Figuranan di homber cortá den piedra sacá for di den e volcan, ta poni fila tras fila ariba grafnan di un raza di hende cu mundo no sabi nada di nan awendia.

E imagennan ta unico. Nada cu ta parece nan a worde descubri den tradicion di Islanan Polinesia. Ningun guia na e hendenan cu a traha nan a worde hayá.

Poco di e figuranan masivo ta henter. Tur cu un tempo tabata imagen grandi sacá for di piedra corrá, a cai. Esun nan cu ainda ta pará tin poco mas hopi cu nan cabez ariba terra, asina mes nan ta asina grandi cu un homber no por toca cu nan cachete.

Durante mas cu 600 anja Easter Island a worde inhabitá pa Polinesiano. Ademas di e 740 nativonan cu ta biba aya awendia, 30 Chileno ta cria entre 40,000 te 50,000 carne merino cu ta produci export principal di e isla — lana.

Un truck, un jeep y tres boto di motor ta worde usá den operacion di "rancho" di e isla. Nan ta usa gasoline, mescos cu e stacion naval di radio ariba e isla Chileno. Algun di e habitantenan di e isla ta usa kerosine pa ilumina nan cas.

Azeta a haci hopi pa alivia pesadez di bida ariba e islanan aki y hopi otro y a contribui hopi pa mehora lot di esnan cu ta biba ariba nan.



NAPOLÉON'S most bitter foe is now helping the descendants of his last neighbors — the people of St. Helena.

ENEMIGO mas arduo di Napoleon awendia ta yuda descendientenan di su ultimo bisinjanan — hendenan di Santa Helena.

Azeta a bira un barra pa midi economia di un comunidad sea isla of terra firme. Santa Helena ta un caso asina.

Pa motibo di su sitio remoto den Sur Atlantico, Santa Helena a worde escogi pa exilio final di Napoleon na 1815 y a haya fama mundial. Durante hopi anja, sinembargo, marineronan tabata pasa aya busca awa y provision.

Morto di Napoleon na 1821 no a afecta Santa Helena materialmente. Como 1400 barco a keda drenta tur anja na St. James Bay, e unico haaf hundo, y compania di Oost India a yuda mantene e isla como deposito pa su barconan.

Na 1834, sinembargo, e compania a hala atras y a cede e isla na gobierno Ingles. No obstante otro bapornan a sigui bini, habrimiento di Suez Canal a dal un golpe mortal na entrada di e residentenan.

Pa 1910 casi mitar di e 7400 habitantenan di Santa Helena a bandona e isla. Esnan cu a keda tabata gana nan pam cultivando vlass, traha obra di hangua of haci cuminda pa turistanan ocasional cu bini pa mira e graf for di cual cadaver di Napoleon a worde sacá na 1840 pa hiba Paris y Longwood, e cas den cual el a muri.

Awendia, sinembargo, situacion ta clariando. Gobierno Ingles a duna ayudo financiero y economia di e isla ta rebibando. Consumpcion di azeta a tene paso cu e floreciendo actividad comercial di Santa Helena.

Promer cu 1929 Standard-Vacuum Oil Company, den cual Standard Oil (N.J.) tin un interes di 50 por ciento, tabata entrega casi solamente kerosine na Santa Helena. Pero na 1947 ya Standard-Vacuum a baha 976 barril di kerosine, gasoline y combustible diesel ariba e isla.

Pa 1951 consumpcion di azeta di e isla a ascende te na triple magnitud — 3019 barril — un indicacion cu e isla ta bai adilanti rapidamente.

Lago - The World's Refinery

Venezuelan oil, refined at Lago, is destined for use throughout most of the world.

The ships which carry Lago's production to the five continents sail the two great oceans and cross the seven seas.

Enroute they stop at many islands similar to those mentioned here where oil has become an indispensable part of the way of life.

Lago - Refineria di Mundo

Azeta di Venezuela, refiná na Lago, ta worde usá den mayoria partinan di mundo.

E bapornan cu ta hiba produccion di Lago pa e cinco continentenan ta traversa e dos oceanonan grandi y recorren e siete lamarnan.

Na camina nan ta pasa hopi islanan mescos cu esun nan mencioná aki unda azeta a bira un parti indispensable di manera di biba.



THE ROBINSON CRUSOE legend draws tourists to Mas-a-Tierra, but oil and lobsters feed the islanders.

LEYENDA di Robinson Crusoe ta atrae turista na Mas-a-Tierra, pero kreeft y azeta ta alimenta residentenan di e isla.

Fls. 1980 Awarded 45 CYI Suggestors in June

Forty-five Lago employees had their suggestions pay off for the month of June. Of the 259 suggestions investigated by the Coin Your Ideas Committee, the 45 accepted took down awards totalling Fls. 1980. Heading up the list of awards were four that were Fls. 150 or more. E. Jackson of Cracking received Fls. 150; A. Jagrou of the Mechanical Department — Machinist, Fls. 175; F. Croes, of the Mechanical Department — Yard, Fls. 200 and F. E. Riggs of the Mechanical Department — Yard, Fls. 300.

The winners follow:

Accounting Department	
P. A. Hernandez	Fls. 25
E. Williamson (Miss)	Fls. 20
Colony Service Department	
N. P. Allard	Fls. 30
Marine Department	
D. Charles	Fls. 40
Mechanical Department Administration	
S. Baeheus	Fls. 60
Acknowledge J. R. C. ticket copies (Zones to Accounting Dept.)	
G. E. Bousquet	Fls. 30
R. G. Bowman	Fls. 25
H. Sukhdeo	Fls. 20
Storehouse	
R. H. Murray	Fls. 25
J. H. Reeberg	Fls. 20
Yard	
F. E. Riggs	Fls. 300
Process — C. & L.E. — Remove & salvage all steel work above working platforms on overhead condensers — AAR No. 2.	
F. Croes (supplemental)	Fls. 200
Process — L.O.F. — Install manways to north sections on tower trays No. 5 to 16 — No. 10 crude still.	
L. Jones	Fls. 35
Gar. & Transp.	
L. Dean	Fls. 50
Meeh. — Gar. & Transp. — Adaptor for converting regular expansion straight flute reamers into universal line reamers.	
Welding	
M. Lacle	Fls. 35
Machinist	
A. Jagrou	Fls. 175
Meeh. — Machinist — Gland cooling lines on centrifugal pumps — use adaptors for use with welding hose.	
W. Arrindell	Fls. 30
Electrical	
S. E. Werleman	Fls. 50
Provide suitable containers for rubber cement No. 8382.	

SERVICE AWARDS

20-Year Buttons

Robert J. Kennerty	Marine Dept.
Jan A. Anthony	Marine Dept.
Simon G. Kelly	Wharves
Alfred A. Spanner	Receiving & Shipping
Charles E. Meyers	Utilities
Leslie Croes	Utilities
Felipe Koolman	Boiler
Leonardus W. Petrochi	Electrical
Gregorio L. Frank	Instrument
Joannes U. Kelly	Pipe
Vicente Lampe	Welding
Leonardo Boekhoudt	Mech. Col. Maint.
Juan N. Maduro	Ind. Rel. Dept.
Paulus van den Berg	Marine Launches

10-Year Buttons

Ivan Hassell	Receiving & Shipping
Vincent L. Bettencourt	Cracking
Amos W. Lake	Shipyard
Eastline John	Launches
Luis Carrión	Boiler
Joannes Vrolijk	Carpenter
Charles W. Patterson	Col. Maint.
Jose Werleman	Garage
Johan Negera	Instrument
Clifford Matthews	Masons & Insulators
Allan Cyrus	Masons & Insulators
Samuel Jackson	Masons & Insulators
James John	Masons & Insulators
William T. Duzon	Administration
George Lambert	Administration
Moses E. J. Phillips	Paint
Callisto S. Gonzalez	Storehouse
Edward Findlay	Yard
Otto J. Burkard	Utilities
Romero J. McIntosh	Marine Dept.
Romaldo Geerman	Gulf Club
Sidney G. Faunce	Machinist
Ignatius Snell	Lago Club
John J. Payne	Laundry
Oenton Williams	Commissary
George E. Simon	Commissary
John G. Ogilvie	Laboratory

Potts Stops Officials With Strip of Visas

George W. Potts, former Marketing representative here, popped up last week in a Miami Herald news picture showing a Miami immigration official puzzling over George's passport. Confusing the issue was a 40-foot strip of visas representing 250,000 miles of air travel he has made during the last three years as sales manager at Panama.

Chesterfield Girls Split In Curaçao

The Chesterfield Club's girls basketball team split a two-game series in Curaçao this week by losing to Curaçao's championship team but taking the measure of that island's runner-up squad.

Playing on CPIM's Sufficient Courts, the Chesterfield team bowed — 16 to 15 — before the championship SDL quintet and then came back to drub the second place Dragons, 48-5.

Girls Softball League At Park

The Lago Sport Park's Softball Steering Committee has organized a girl's knockout softball league. Mateo Reyes, chairman of the committee, said nine teams had signed. The eight-game tournament will be played Wednesday and Friday nights starting the second week of October.

Dos Studiante

(Continúa di pagina 1)

bolbe Holanda pa parti e tempo restante entre un foundry na Bergen op Zoom y un planta di berment electrico na Rotterdam. Ambos lo bolbe school pa di cuatro anja.

Division di entrenamiento di Lago a devisa un programa pa cada uno despues cu oficialnan di school a indica e fasenan di operacion di refinaria cu nan tabata desea pa cubri. Tur dos programa ta inclui mes sorto di trabao, pero Sr. Bartels — ken de lo keda aki mas hopi — lo pasa mas tempo ariha cada fase.

Ademas di EIG den Technical Service Department unda nan ta sinja descubri y controla corosion di hermentnan den refinaria, Sr. Bartels y Sr. Robles lo traha tambe den Mechanical Department y Process Utilities.

Nan lo yuda revisa turbo-generators y gas compressors, opera mashinnan, drecha heat-exchangers, reemplaza furnace tube headers, studia planeamento di trabao den Welding Shop y den planta, yuda mantene trucknan, auto y otro vehiculonan di compania y planea y coordina trabao den e diferente regionnan di compania.

Den Process Utilities Sr. Bartels lo studia eficiencia di boiler, perdida di draft, cambio thermodynamic, y procesonan cu awa y otro partinan di operacion di e division. Mientras nan ta na Lago, e studiantenan meser manda un reportaje tocante nan trabao dos biaha pa luna na nan school.

Den anjanan cu ta bini probablemente Lago lo worde pidí pa ofrece oportunidadnan similar na graduantenan di Aruba cu awor ta atende schoolnan M.T.S. na Holanda.

Ademas di examinacion di admission, e schoolnan ta exige un diploma A o B di MULD of completacion di 3 anja di HBS. Educacion MULO ta worde duná na varios schoolnan na Aruba y klasnan HBS, sinembargo ainda no completamente reconocí, tin na St. Dominicus College y Juliana School. Schoolnan MTS ta acepta graduantenan di School di Dfishi di gobierno contal cu nan haci dos anja adicional di trabao preparativo di entrenamieto.

Record 2-5 After Nine Days Of Play

Aruba Stops El Salvador, Colombia In Series Play

With a one-inning splurge, the Amateur Baseball Bond of Aruba team playing in the Amateur World Series at Caracas came from behind Sept. 21 to take its second series game and wind up the first nine days of play with a two-and-five record.

With Harold Hughes on the mound, Aruba made its seventh series appearance against El Salvador. Despite a threat of rain, the 40,000-seat Estadium Universitario was filled.

Aruba gave up one run in the first inning to El Salvador which had lost previously to Guatemala, Panama and Venezuela. Neither team scored again until the fifth inning when the ABBA team exploded for six runs.

Though El Salvador managed another run in the sixth and two in the seventh, it was forced to accept defeat when the game was called because of rain in the eighth inning. Nestor Arrindell was called in in the seventh to check the El Salvador rally.

The win was Aruba's second straight. The day before a 10-run fourth inning broke the island team's losing string. With Ruben Phillips on the mound, Aruba played its best ball of the series in turning back Colombia, 12-4.

Phillips scored 13 strike-outs. Colombia used four hurlers in the disastrous seventh trying to stop the Aruba onslaught which rang up 13 hits.

The ABBA all-star selection opened the series against the host team, Venezuela, and lost 16-0. A series of errors, plus a barrage of hits, combined to defeat the Aruba nine.

In its second outing, Aruba had a chance at victory, muffed it, saw the game called in the seventh inning and then lost the play-off. Aruba was leading 2-1 in the seventh

inning of its game against Panama when Phillips, playing in the field, dropped a fly and the tying run scored.

The game was ended after the seventh inning to clear the field for the next contest. In a play-off Sept. 11, Panama drubbed the island team, 11-4.

Aruba faced Puerto Rico in its third game and Phillips, on the mound, hurled a one-hitter. But the ABBA team lost, 1-0, when a Puerto Rico player raced from second to third on a delayed throw and scored the winning run on a sacrifice long fly.

Mexico, which had previously lost to Santo Domingo and Colombia, broke into the win column when it defeated Aruba, 8-4. In its fifth appearance the island team played tight ball, but could not match the Mexican's hitting power.

Nine teams are competing in the series which is scheduled to run through Oct. 2.

Social Happenings

Miguel S. Pieters of the Printing Plant and Itunilda Zievenoor of Oranjestad were married Sept. 24 in the San Francisco Church in Oranjestad. A reception at 1 Beatrixstraat followed the ceremony.

New Belgian Refinery Dedicated



TWENTY-FIVE MILLION dollars are represented in this new refinery recently dedicated at Antwerp, Belgium. The new plant is part of Esso Standard Refinery, S.A.

BINTI CINCO MILION DDLAR ta costa e refinaria nobo recientemente inaugurá na Antwerpen, Belgica. E planta nobo ta parti di Esso Standard Refinery, S.A.

A new refinery of a Standard Oil Company (New Jersey) affiliate was dedicated Sept. 8 at Antwerp, Belgium, at ceremonies attended by officials of Belgium, Latin America and the United States.

In dedicating the \$25,000,000 plant of Esso Standard Refinery, S.A., Chester F. Smith, a vice president and director of Jersey Standard, quoted and supported President Eisenhower's recent statement that the sincere purpose of the United States should be "to dedicate our strength to serving the needs, rather than the fears, of the world," and pointed to the new refinery as a practical illustration.

Guests at the ceremonies included Prime Minister Jean van Houtte; F. Van Cauwelaert, president of the Belgian Chamber of Deputies; U. S. Ambassador Frederick M. Algar; Antonio Davilla Delgado, Minister of Venezuela and the Burgomeisters of Antwerp and Brussels.

The refinery officially went on stream July 1, and has a crude oil capacity of 25,000 barrels a day. Designed to meet the needs of the Benelux area, its products will be distributed within this region. It will process crude oil from Saudi Arabia into gas, gasoline, kerosene, jet fuel, fuel oil and diesel oils.

Situated on a 190-acre site along the Scheldt River, the Antwerp refinery has the latest design in fluid catalytic cracking equipment. A special dock has been constructed to accommodate the largest ocean-going tankers. In the tank farm, 500,000 barrels of crude oil can be stored at one time. Intermediate tanks hold 300,000 barrels of treated products, and finished product tanks have a capacity of approximately 600,000 barrels.

Mr. Smith noted that the refinery was designed in the United States while the equipment was manufactured principally in Belgium.



PAPIAMENTU recordings of Antillean tumbas, Colombian porros and meringues, South American tangos, vals and corridos are currently being waxed by (left to right) Betrano Ras, Concepcion Ras and Supriano van den Linden. Known as the Trio Sabaneta, the men sing and play songs composed by Mr. van den Linden and his brother, Jose. The trio's recordings are directed by Geronimo Winterdaal. All are Lago employees.

GRABACION na Papiamento di tumba Antillano, porro y merengue Colombiano, tango Sur Americano, wals y corrida ta worde haci awor (rohez pa drechi) door di Betrand Ras, Concepcion Ras y Supriano van der Linden. Conoci como Trio Sabaneta, e hombernan ta canta y toca cancion componi pa Sr. van der Linden y su ruman, Jose. Grabacionnan di e trio ta bao direccion di Geronimo Winterdaal. Tur ta empleadonan di Lago.



AFTER 16 years of public service in the Netherlands Antilles, Aruba Police Commissioner A. J. van Erp (right) returned to Holland and a Netherlands Army post. He is shown receiving a parting gift presented by G. J. Botterweg, acting police commissioner of Curaçao.

DESPUES di 16 anja den servicio di Gobierno di Antillas Holandes, Comisario di Poliz na Aruba A. J. van Erp (banda drechi) a bolbe Holanda pa tuma un puesto den Ehercito. El ta munstrá recihendo un regalo di despedida presentá pa G. J. Botterweg, comisario interino di poliz na Corsow.

News and Views



PRIOR TO HIS retirement after 37 years of Company service, H. J. Mills was honored at a luncheon. At the luncheon table are (clockwise) J. J. Horigan, T. H. Harrod, B. I. Klock, H. V. Locker, J. M. Rosborough, F. B. Roehuck and Mr. Mills.

PROMER CU SU retiro despues di 37 anja di servicio cu Compania, H. J. Mills a worde honrá na un comida. Na e mesa tabata (robez pa drechi) J. J. Horigan, T. H. Harrod, B. I. Klock, H. V. Locker, J. M. Rosborough, F. B. Roebuck y Sr. Mills.



JUST THE THING for every patio in Aruba. Sturdy, well built, good lines, functional as well as decorative and, according to the manufacturer of the lounge chair, durable. The girl? Peggy Castle.

NET E COS pa tur patio na Aruba. Firme, bon trahá, bon linea, funcional como decorativo y, segun fabricante di e stoel, durable. E mucha muher? Peggy Castle.



FIVE of the women pictured here had the happy task last month of tasting the entries in the Netherlands Windward Island Welfare Association's Cake Contest. They gave the first prize to the cake (center) entered by the Rainbo Bakery. In the picture are (left to right) A. J. Abrahams of Papa's Cake Shop who took second prize; Mrs. J. E. Nunes, a judge; W. Edwards of the Central Bakery who took third prize; Weicher van Wyk of the Rainbo Bakery, Mrs. G. N. Owen, Mrs. H. Lopes, Mrs. M. V. Stevens and Mrs. W. C. Ricbey, all judges and Mrs. Jacob Colburn whose husband, an Esso Heights Dining Hall cook, took fourth prize.

CINCO di e damanan ariba e retrato tabatin e delicioso tarea luna pasá di purba e entradanan den e concurso di bolo di Netherlands Windward Island Welfare Association. Nan a duna promer premio na e bolo (centro) di Rainbo Bakery. Ariba e retrato ta (robez pa drechi) A. J. Abrahams di Papa's Cake Shop cu a gana segunda premio, Sra. J. E. Nunes, un juzgado; W. Edwards di Central Bakery cu a gana di tercer premio; Weicher van Wyk di Rainbo Bakery, Sra. G. N. Owen, Sra. H. Lopes, Sra. M. V. Stevens y Sra. W. C. Ricbey, tur juzgado y Sra. Jacob Colburn kende su esposo, un kokki di Esso Dining Hall, a gana di cuatro premio.



AGAINST a back-drop of ripening bananas, a double hibiscus and a single hibiscus were blooming from the same branch of a plant at the Reception Center last week. Roy A. Royer, a Lago Police Department apprentice typist whose hobby is grafting and budding, has coaxed several plants at the center to bear different flowers of the same species. Here the grafted double bloom is shown below the single bloom of the original stock.

CONTRA un fondo di bacoba hechando, un hibisco dohbel y un enkel tabata floria for di e mes rama di un mata na Centro di Recepcion sinman pasá. Roy A. Royer, un apprentice typist den Lago Police Department kende su bobby ta trahamento cu mata, a cultiva varios mata dilanti di e edificio pa nan produci flor diferente di e mes clase. Aki e flor dohbel ta munstrá bao e flor enkel di e mes mata.

The BOYS and GIRLS PAGE

E Coneo Y E Macaco Cu Tabata Bon Amigo

Un biaha tabata biba leuw den seronan un conew y un macaco cu tabata gran amigo. Un dia ora nan tabata sinta hunto eanto di camina ta conta cuenta, ata nan a mira un homber ta bini cu un palo over di su schouder y na cada punta di e palo un macutu. Den un macutu tabatin banana, den e otro sicut.

Mes ora e macaco a bisa e conew, "Amigo, haci manera mi bisa bo. Bai sinta den camina dilanti e homber ey, y mes ora cu el mira bo, corre bai. Segur segur el ta pone su carga abao pa corre bo tras. Anto mi ta coi e macutunan sconde nan; y ora bo bolbe nos ta parti."

Y asina a socede. E conew a corre, y e homber a pone e carga abao pa corre su tras, mientras e macaco cu tabata scondi den e yerba halto canto di camina, a bula ariba e sucu y banana, subi den un palo y a cuminsa come na su smnak.

No a pasa mucho rato e homber a bolbe, cansa y man bashi, y mirando cu el a perde su cosnan, y e conew tambe, el no tabatin moda di haci sino bai cas pa tuma un zundrá for di su casa.

Pronto e conew a bolbe y a cuminsa ronda su amigo. El a busca cu bela, pero nada el por a hayate ora el a lanta su wowonan, y ata el a mira Compa Cachi den e palo, bon sintá na grandeza.

"Pero unda mi parti ta?" e conew a puntra rabia.

"Tur cos a caba, tur cos a caba," e macaco a responde. "Pakiko bo a tarda asina hopi? Mi a haya hamber y mi no por a warda mas."

"Bo kier meen di berdad?" e pover conew a puntra.

"Si bo no kier kere, bin mira anto," Compa Cachi a responde, y cogiendo e conew na su horea largo, el a hizele ariba palo.

E conew awor tabatin miedo di bula for di un haltura asina grandi pa el no kibra su nek, asina ta cu el a keda hopi ora den e palo. Hopi bestia tabata pasa bao di e palo, pero ningun a haya duele di dje, te por fin a bini un rhinoceros bieku cu a para un rato frega su cuero diki na e palo.

"Maestro rhinoceros," e conew a bisa, "laga mi bula cai ariba bo lomba."

E rhinoceros, un animal complaciente, a combini.

Ata e conew a laga basha cu asina un fugada cu e rhinoceros a bolter ariba su nanishi estúpido, a kibra su nek bieku y a muri.

E conew a corre bai y a sigui corriendo te ora el a yega palacio di rey; y aya el a sconde bao e trono di oro di rey. Poco rato despues e rey y su corte a drenta. Di repente nan a tende un nistiro duro!

Tur hende a bisa, "Dios bendicidona bo," mientras e rey a grita rabiá, "Kende ta esun cu asina mal manera di nistiro den presencia di rey? Bula su cabez afor!"

Un otro nistiro a rezona. E biaha aki, sin embargo, tur hende tabata alerta, y nan a ripara cu e zonido a bini for di bao trono di rey. Tur a pusha drenta abao y nan a saca e pover conew mas morto cu bibo.

"Bueno," e rey a bisa, "bula su cabez!" E bordugo a corre bai busca su machete.

Pero nos amigo Cha Conew, tur spantá cu el tabata, no a perde cabez. El a bisa respetuosamente, "O, gran rey, tende un cos. Si bo manda algun homber cu mi, anto mi ta duna bo un rhinoceros morto."

E rey a hari y e miembronan di corte tambe a hari largo y duro. Sin embargo, pa mira kiko lo bini afor, e rey a duna e conew algun homber.

E conew a hiba nan na e sitio unda e rhinoceros a cai ariba su nanishi bieku, y nan a haye morto ey bao. Cu hopi trabao, e hombernan a lastra e animal hiba cas. Y e rey tabata asina contento cu el a duna Cha Conew un flus nobo y un cabai pa

corre ariba.

Na camina, ata el a encontra su amigo, Compa Cachi.

"Haló!" e macaco a saluda, "unda bo a haya tur e cosnan bunita ey?"

"Rey a duna mi," e conew a bisa.

"Y pakiko Shon Rey a duna un sokete manera bo tur e cosnan ey?" e macaco a bolbe puntra.

E conew a contesta, "Ami, cu bo ta yama sokete, a haya esaki door di nistiro bao e trono di oro di rey; un nistiro asina afortunado cu e mirador nan di carta a pronostica cu rey lo biba largo y haya hopi yiu!" Y anto el a sigui su camina.

Compa Cachi a cuminsa pensa seriamente com bon lo ta si el tambe por a haya un bunita flus y un cabai manera e conew. "Mi por nistiro bon si," el a pensa. "Laga mi purba mi suerte!"

Y el a cuminsa camina poco poco te por fin el a yega na palacio di rey, y a bai sconde bao trono di rey. Ora rey a drenta cu tur e miembronan di corte, un filu impresionante mescos cu promer, Compa Cachi a tira un nistiro mas duro cu el tabata por.

"Ta cual esey?" e rey a grita, mirando furiosamente rond di dje. "Ta cual tin asina mal manera di nistiro den presencia di rey?" Nan a busca te ora nan a haya e macaco scondi

Practice Compulsory By Law

Ancient English Laws Forced All Towns To Build Archery Ranges

Archery is an ancient sport. A lot older than many of us might realize. Some countries have archery associations such as the United States where the National Archery Association was founded back in 1879.

But archery history dates back much further in early England. Then it was not considered so much a sport as it was a means of protection. The English longbow which was used throughout the 14th century was used effectively and with fair accuracy at ranges of 600 to 800 yards.

From the reign of Edward I, 1271 to 1307, to the 16th century, there were placed in the English code statutes covering the use of longbows which later were known as Archery Laws. These laws compelled every male citizen from 12 to 60 years, except nobility, to practice with the longbow on Sundays and holidays. Archery ranges were erected in every town at community expense. And the village officials were charged with providing equipment and with the planning of community meets.

A fair price was set to encourage ownership. A plain bow could be purchased for one shilling. A painted bow cost one shilling and six pence. One has only to read English

history to realize the importance

that these laws played in building the English archer into the most respected soldier of his day. At the Battle of Crecy, fought August 26, 1346, the English army was outnumbered four to one. Yet, it routed and practically annihilated the powerful army of Philip VI of Valois. The perfect marksmanship of the English longbowmen maintained throughout the battle a superiority of fire of ten arrows against one from the crossbows of Philip's Genoese.

It was common for the expert English archers to have three arrows in the air at one time from the same bow. The English arrows easily pierced the light armor of the French horsemen, upon whose charges Philip had relied to bring him ultimate victory. To show how effective were the bows and arrows of the Englishmen, of the 40,000 men Philip had in his army at the time of the battle, over 20,000 were casualties in one form or another. The English losses amounted to only 50 men! Perfection through constant practice.



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AT THE TOP of 9th St., these pioneers of Aruba down-hill racing wait for the start of the second heat of the first annual Ninth Street Soap Box Derby. The gravity-powered speedway was blocked off and patrolled by the Lago Police Department.

ARIBA na 9th St., e pioneronan di pustamento baha sero ta warda e senjal di cuminzamento di e segunda parti di promer concurso anual Ninth Street Soap Box Derby. E trayecto tabata blokeá y patrullá pa Lago Police Department.

Red Hawk Special Hits 26.3 MPH

"Speedy" McGrew Tops Racers In Ninth Street Classic

Clocking an average 26.3 miles per hour, young Spencer McGrew won the first annual Ninth Street Soap Box earlier this month.

In his "Red Hawk Special," the seven-year-old son of L. L. McGrew of the Mechanical Department beat out seven other juvenile speed merchants by posting the best average time for three runs down the 300-yard course.

Young McGrew's winning time was 23.6 seconds. In second place was William Wardle who posted an average of 25.1 seconds in his "Fleetwind." Wendell Wade at the wheel of the "Jeepster" took down the third prize with an average run of 26.3 seconds.

The race was organized by a group of Lago Colony youngsters who had built racers out of discarded wheels, wooden boxes and planks. In need of a speedway, they asked Lago Police Lt. James Seymour for help. He arranged to have 9th St. closed to traffic from 9 a.m. to 11 a.m. Sept. 12.

Though not sanctioned by any recognized authority, the race drew the cream of the colony's younger speed set. Long before the starting hour they and their pit crews were checking brakes, steering apparatus and race strategy with trial spins down the course.

When Starters Michael Horigan and Danny Jensen gave the checkered flag to the first starter, a

crowd of close to 100 mothers, fathers and colony youngsters lined both sides of the road.

Unlike the famous Soap Box Derby in Akron, Ohio, where the contestants race against each other, the Ninth Street Derby was a race against time. One at a time the pit crews shoved each racer across the starting line where gravity took over.

At the finish Lt. Seymour and Flagman Robert Estes clocked the elapsed time for each boy in three runs. As the drivers became more familiar with the course, and as the pit crews pushed a little harder, the time for each run dropped.

Some strategists resorted to loading their racers with boulders to

increase their weight and squeeze the last bit of speed out of their creations.

The winner scored the best time, a sparkling 22.2 seconds on his second run. Young Wardle was six-tenths of a second behind in his second try and ran the third heat in 23.2 seconds compared to McGrew's 23.8 in his final attempt. But a 29.2 first heat compared to the winner's 24.8 spoiled Wardle's victory bid.

The order of finish and average times in seconds were: Spencer McGrew, 23.6; William Wardle, 25.1; Wendell Wade, 26.3; Bill Estes, 26.5; Rickey Brown, 28.4; Tommy Gregerson, 28.5; Tres Dunlap, 30.3 and Jerry Smit, 32.5.



THE WINNER, seven-year-old Spencer McGrew, is pictured (center) in his "Red Hawk Special." Runner-up William Wardle is at left in his "Fleetwind." At right is third-place Wendell Wade at the wheel of his "Jeepster."

E GANADOR, Spencer McGrew di siete anja, ta munstrá (centro) den su "Red Hawk Special." Segunda, William Wardle ta na banda robez den su "Fleetwind." Na banda drechi ta Wendell Wade, di tercer, na stuur di su "Jeepster."